

AMENDMENTS TO THE CLAIMS:

Please cancel claims 1-15, 30 and 31 and add the following new claims:

1-15. (Canceled).

30-31. (Canceled).

32. (New) A system for damping vibratory forces applied to a vehicle, comprising:

at least one mount including a first rigid member connectable to the body of a vehicle, a second rigid body connectable to a wheel suspension system of said vehicle and an elastic body interconnecting said rigid members having a pair of chambers provided with a damping liquid, a first, restricted orifice interconnecting said chambers and a second, restricted orifice intercommunicating said chambers provided with a valve;

means for detecting vibratory forces applied to said vehicle; and

processing means responsive to detected vibratory forces operatively connected to said valve for controlling the passage of said damping liquid through said second orifice and correspondingly vary the damping effect of said mount.

33. (New) A system according to claim 32 wherein said first orifice is arcuate and said second orifice is linear.

34. (New) A system according to claim 32 wherein said detecting means is functional to detect vibratory forces applied to a front axle of said vehicle.

35. (New) A system according to claim 32 including at least two of said mounts and wherein said processing means is operable to selectively actuate the valve of one of said mounts corresponding to a selected vibratory force detected.

36. (New) A system according to claim 36 wherein said detecting means is functional to detect vibration forces applied to a front axle of said vehicle, and said processing means is operable to selectively actuate the valve of at least one mount interconnecting a rear suspension system and a body of said vehicle.

37. (New) A system according to claim 32 wherein said mount is functional to be conditioned in combinations of low and high stiffness and low and high damping.

38. (New) A system according to claim 1 wherein said chambers of said elastic body are disposed on opposite sides of a centerline of said body.

39. (New) A system according to claim 1 wherein said chambers of said elastic body are spaced along a centerline of said body.

40. (New) A system according to claim 38 wherein said first mentioned chambers of said elastic body are disposed on opposite sides of a centerline of said body, and including a second pair of chambers of said elastic body spaced along said centerline of said body provided with a damping liquid, a first restricted orifice interconnecting said second pair of chambers and a second restricted orifice intercommunicating said chambers provided with a valve.

41. (New) A system according to claim 40 wherein said first restricted orifice interconnecting said second pair of chambers is arcuate and said second restricted orifice interconnecting said second pair of chambers is linear.

42. (New) A system according to claim 40 including a third pair of chambers of said elastic body spaced along said centerline of said body provided with a restricted orifice interconnecting said third pair of chambers provided with a valve.

43. (New) A system according to claim 40 wherein said processing means is operative to selectively actuate said valves in response to selected vibrating forces detected.

44. (New) A system according to claim 42 wherein said processing means is operative to selectively actuate said valves in response to selected vibrating forces detected.

45. (New) A system for dampening vibratory forces applied to a vehicle, comprising:

at least one mount including a first rigid member connectable to the body of a vehicle, a second rigid body member connectable to a wheel suspension system of a vehicle and an elastic body interconnecting said first and second rigid members, provided with a first pair of chambers spaced along an x-axis, filled with a damping liquid, a first restricted orifice intercommunicating said first set of chambers and a second restricted orifice intercommunicating said first set of chambers, having a valve; a second pair of chambers spaced along a y-axis, filled with a damping liquid, a first restricted orifice intercommunicating said second set of chambers and a second restricted orifice intercommunicating said second set of chambers, having a valve; and a third set of chambers spaced along a z-axis, filled with a damping liquid, a first restricted orifice intercommunicating said first set of chambers and a second restricted orifice intercommunicating said third set of chambers, having a valve;

means for detecting vibratory forces applied to said vehicle; and

processing means responsive to detected vibratory forces operatively connected to said valve for controlling the passage of said damping liquid through said second orifices and correspondingly vary the damping effect of said mount.

46. (New) A system according to claim 45 wherein each of said first orifices is arcuately disposed and each of said second orifices is linearly disposed.

47. (New) A system according to claim 45 wherein said detecting means is functional to detect vibratory forces applied to a front axle of said vehicle.